

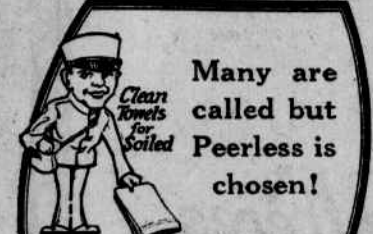


White Rock
The Leading Mineral Water
White Rock Ginger Ale
Executive Offices 187 Floor-100 Broadway, N.Y. City

From Coast to Coast
The refrigerator cars make East-West—bring California fruits the year round. Summer and Winter the cars are kept at an even temperature. Ice is as necessary in Winter as in Summer, for the precious cargoes mustn't be frozen, mustn't become hot—they must be kept at an even cold to maintain freshness and to preserve flavor.

Your refrigerator is made on the same scientific principles as a refrigerator car—and to do its duty must be kept at an even temperature Winter and Summer. Knickerbocker Ice is delivered so regularly you can almost set your clock by the driver's arrival.

Knickerbocker ICE Company



Many are called but Peerless is chosen!

PEERLESS TOWEL SUPPLY CO.
PHONE - MAIN 572

Quarreling Again!

"WELL, at least," said the Oriental, "the \$20,000 put into me is an investment."

"Yes," replied the Tecla Necklace, "you are a non-dividend payer. At 6% you cost \$1200 annually, whereas I cost only \$500 or less to buy, and have a \$20,000 reputation."

Tecla
328 Fifth Avenue, New York
10 Rue de la Paix, Paris
7 Old Bond Street, London

ALTHOUGH Ovington's has come to be called "The Gift Shop of Fifth Avenue" through its years of service, its reputation is not confined to Fifth Avenue or to New York—or to the United States or to this Continent.

OVINGTON'S
"The Gift Shop of 5th Ave."
Fifth Avenue at 39th St.

An advertisement in the *Lost and Found* columns of THE NEW YORK HERALD offers a real possibility of recovering your lost property.

ROADS' ARRANGANCE BLAMED BY STONE

Engineers' Chief Reviews
Wage Dispute Leading
to Strike Order.

'RECORD VOTE BY MEN'
Owners Had Declined Any
Concession Before
Break Came.

SERVICE RULES AT STAKE

All Workers Have Won Has
Been by Fair Arbitration,
Says Union Defence.

CLEVELAND, Oct. 17.—Warren G. Stone, president of the Brotherhood of Locomotive Engineers, this evening set forth in a signed statement the reasons for the "Big Five" transportation organizations authorizing a strike to begin October 30. He said: "The men's position and their reasons for striking are in part as follows: "When the transportation act of 1920 became a law it was hoped by the employees that all disputes would be adjusted and decisions rendered by the board would be complied with by the carriers and employees. Instead of complying with the decisions of the labor board, the railroads soon began to disregard or flout its decisions. Flagrant cases of this being the action of the Atlanta, Birmingham and Atlantic, the Erie, the Pennsylvania Railroad and many other cases that could be cited.

"From that time on the question of wages was discussed on different occasions and was finally submitted to the Labor Board. In July, 1920, the board handed down a decision which based on all the facts they declared was just and equitable and further stated that these conclusions were reached after long consideration of all the facts as evidenced by the testimony before that board.

"Later Mr. Atterbury of the Pennsylvania Railroad appeared before the board and in a spectacular presentation demanded an immediate reduction of the wages of all railroad employees notwithstanding the carriers had been granted a material increase in freight and passenger rates in order to meet the increased wages granted by the board. This was denied on technical grounds because the carriers had not properly created a dispute in accordance with the transportation act.

"The railroads then began to serve notice on all their employees demanding reductions in pay, thereby legally creating a dispute which was referred to the labor board, resulting in a 12 per cent. reduction as of July 1, 1921.

"A conference of all general chairmen was arranged to be held in July in Chicago. The result of said conference was to instruct the executives of the organizations to meet the executives of the railroads some time prior to September 1 for the purpose of trying to bring about an amicable adjustment.

"In October the representatives of the workers were convened in Chicago and a canvass of the vote was made, which indicated that over ninety-four per cent. were in favor of withdrawing from the service.

"After the vote had been canvassed the chairman of the Railroad Owners Association was notified by wire of the result and the request for a conference committee was made. The one hundred and fifty railroad presidents meeting in Chicago named a committee of five railroad presidents and the executive officers of the transportation brotherhoods. They declined to make any concession or offer any solution providing for a settlement, but instead notified us that a resolution had been adopted by the railroad presidents asking the Labor Board for a further wage reduction of the employees. Then, and not until then, was permission given for men to leave the service."

**LEGION AIRMEN OFFER
TO HELP MAIL SERVICE**

May Use Planes to Take Delegates to Convention.

KANSAS CITY, Oct. 17.—Postponement of the general conference of one week in order that the American Legion may hold its national convention here October 31 to November 2 without undue difficulties, was asked in a telegram sent to-day by E. H. Hutchings, general executive chairman of the convention committee.

The aviation committee of the American Legion executive committee has wired to Postmaster-General Hays offering to recruit volunteer pilots for the air mail service. Five hundred pilots, 100 of whom will have their planes, will be at the convention. Airplanes also may be used to transport delegates if necessary.

There are 1,400 passenger planes in operation throughout the United States, at least 1,000 of which could be used for transporting guests, officials and delegates to this city, it was announced.

**CUT TO 30 CTS. AN HOUR
DENIED BY THE ERIE**

CHICAGO, Oct. 17.—J. C. Smock, vice-president of the United Brotherhood of Maintenance of Way Employees and Railroad Shop Laborers, announced to-day that he had been informed by his home office at Detroit that the Erie Railroad has posted a notice that wages of maintenance of way and shop employees will be cut from 37½ cents to 30 cents an hour, effective in thirty days.

The Erie Railroad yesterday denied that it had posted a notice that wages of its maintenance of way and shop employees would be reduced. Officials said they were unable to account for the report that such a notice had been posted unless it developed through adjustments in contract work.

MEMORIAL TO DR. A. L. ROOT.

A room is to be endowed in the new Fifth Avenue Hospital in memory of Dr. Arthur Lewis Root, who was identified with the administration of Hahnemann Hospital for thirty years. The new institution, an outgrowth of Hahnemann Hospital, had Dr. Root's support, and a memorial committee, temporarily headed by R. A. C. Smith, is preparing to establish the memorial there. An announcement of the plan has been sent to the old patients of Dr. Root, who are being asked to subscribe the \$20,000 that is necessary.

NIGHT FIRE SCARES GUESTS IN BIG HOTEL IN MONTREAL

Many Sojourners From United States Among Patrons
Routed From Sleep in the Windsor, a Historic
Hostelry, but No Casualties Are Reported.

Special Despatch to THE NEW YORK HERALD.
MONTREAL, Oct. 18.—Fire in the refrigerating plant of the Windsor Hotel last night after most of the guests had retired caused something like a panic and called the entire fire brigade of the city to Dominion Square.

Guests were seen waving towels from upper windows to attract attention and the crowd which gathered in the square feared they might be cut off from rescue.

The elevators were reported to be out of commission. Many found their way to the fire escapes, however, and from there reached the ground and six others were taken out by the firemen, so that as far as could be learned early this morning there were no tragedies. The interior of the hotel was filled with smoke and guests had to abandon their rooms even had they been willing to risk remaining with a possibility of the fire spreading.

The telegraph and telephone services were early out of commission, so that there was much anxiety among friends of the guests, who could get no information regarding their safety or the progress of the fire, which was reported under control soon after midnight. The damage was slight, being mostly by smoke.

Among the guests was a large proportion from the United States, also many visitors from the McGill centenary who had remained over the week end, only to be thus unceremoniously turned out into the street to look for other accommodations at short notice.

OUTLAW CHIEF SEES TOO SMALL A FUND

\$2,000,000 Is Insufficient to
Finance General Strike,
Says Grunau.

CHICAGO, Oct. 17.—The railroad brotherhoods have a strike fund of \$2,000,000, which is insufficient for a general strike of any length, John Grunau, president of the United Association of Railway Employees of North America and leader of the unauthorized switchmen's strike of last year, declared to-day.

Grunau has issued a circular to the 60,000 members of his organization outlining the association's position in event of a strike, but declaring that he does not believe there will be a walkout. He points out that the brotherhood leaders have weakened their own ranks by circulating reports that the members of his organization will step in as strike breakers in revenge for the efforts of the old organizations to break the Grunau strike in April, 1920. Grunau denied any such intention.

"There are thousands of our members walking the streets to-day while their families suffer," the circular says.

"Why? Because, when we were on strike in 1920 for 165 days the recognized brotherhood leaders established strike breaking and scab herding agencies in all terminals affected by our movement, causing our defeat."

The circular closed with the ironical statement:

"The so-called 'outlaws' will not expel any of their members for participating in a strike, whether ordered by their leaders or by another organization. Neither will they revoke the charter of any local that goes on record to participate in a strike, and most positively this association will not establish strike breaking or scab herding agencies as was done by the famous brotherhoods while the members of our association were on vacation last year."

Grunau said his union has 216 locals in the United States and Canada. Under the name of the Chicago Yardmen's Association he called a strike in 1920 that for a time threatened to paralyze the nation's transportation facilities.

Two other labor organizations outside the sixteen standard bodies announced that no strike votes had been taken. O. J. Luhrsens, president of the American Train Dispatchers Association, which claims a membership of 98 per cent. of the country's train dispatchers, said his organization was going to "keep its skirts clean."

**EASTERN ROADS FOLLOW
ON NOVEMBER 1 AND 3**

Two More Railroad Groups Specified in Strike Order.

CHICAGO, Oct. 17.—Eastern railroads are among those affected by the scheduled walkout of the big five brotherhoods on the second and third groups of carriers, it became known to-day. Railroads in the second group include the New York, New Haven and Hartford and the Delaware and Hudson.

Like the first group, the walkout on the second division of roads will affect every section of the country, but hits the East hardest—a section of the country left practically untouched on the first day. The second group walkout will come at 6 A. M. local standard time, November 1. Three of the remaining largest roads in the country are included in the third group, on which the strike is set for 6 A. M. local standard time, November 2. The entire Burlington system, the New York Central (lines East and West), and the entire system of the Baltimore and Ohio are among those which will feel the strike blow November 3. The remainder of the third and fourth groups includes the remaining roads in the country.

The official list of roads in group two follows: New York, New Haven and Hartford; Delaware and Hudson; Chicago and Eastern Illinois; St. Louis and San Francisco (entire system); Louisville and Nashville; Nickel Plate; Erie Railroad System; Atchafalaya; Topoka and Santa Fe (entire system); Atlantic Coast Line; Buffalo, Rochester and Pittsburgh; Delaware, Lackawanna and Western; Lehigh Valley and Nashville; Chattanooga and St. Louis.

ROAD TO LAY OFF 80 SHOPMEN.

Southern Railway Anticipates Strike on October 30.

CINCINNATI, Oct. 17.—The Southern Railway, the only road entering Cincinnati whose men will strike on October 30, according to the new list issued by the railroad unions, has announced a layoff of about eighty men employed at the shops at Ludlow, Ky.

This will be effective next Thursday.

3 YEARS IN \$234,000 THEFT.

Stieler Spent \$45,000, His Share in Mail Robbery.

INDIANAPOLIS, Oct. 17.—Carl Stieler of Chicago, whose father surrendered him to the police when the son returned home recently after spending \$45,000 obtained from a mail pouch theft of \$234,000 two years ago, was sentenced to-day in the Federal Court here to three years' imprisonment in the Penitentiary at Leavenworth, Kan.

GIRL STUDENT FOUND MYSTERIOUSLY HURT

Ethel Sutoris of New York, in
Boston Hospital, Refuses
to Explain Injury.

POLICE HOLD TWO MEN

Picked Up Unconscious From
Yard in Rear of Her Bedroom Window.

Special Despatch to THE NEW YORK HERALD.
BOSTON, Oct. 17.—The police are investigating the case of Miss Ethel Sutoris, 20, a music student of 447 Fort Washington avenue, New York, who was found unconscious in the backyard at 562 Newbury street early to-day. The girl roomed on the fourth floor, rear, at 564 Newbury street, adjoining. Her window was open and the door of her room was locked. Barricaded against the door was her heavy trunk.

The motive or cause of the affair is enveloped in mystery and the police are holding two men pending investigation. One of these is David Lythgoe, her voice teacher, who also conducts a lodging house for students where the girl lived, and Raymond Raccadio, another of Lythgoe's pupils, of 1038 Beyston street.

Lythgoe and the girl's father are said to be friends. The father is Ford Sutoris of the Washington Heights address. Miss Sutoris had been automobile riding with Lythgoe and Raccadio yesterday, it was stated. Recovering consciousness at the City Hospital to-night, the young woman refused to make a statement.

The back yards of 564 and 562 are separated by a fence about five feet high which extends from the rear house wall part way to the back fence. The spot where the girl was found on the further side of the partition fence is from eight to ten feet from a perpendicular line up to the window of her room.

It was stated at the hospital to-night that the girl has a fair chance for recovery.

Miss Ethel Sutoris is a daughter of Ford Sutoris of the Pinehurst apartments, 447 Fort Washington avenue, and lives there with her father and grandmother, Mrs. Mercy Sutoris. Her father is an inspector at the army supply base in West Twenty-ninth street. Miss Sutoris, it was said at her home last night, went to Boston in August to continue vocal studies.

**POSTMEN TO COLLECT
DATA ON VACANT JOBS**

Hays Helps Philadelphia's Campaign for Idle.

PHILADELPHIA, Oct. 17.—Mail carriers will be used here in the distribution of questionnaires and collection of information in the "Job for the Jobless" campaign of the Mayor's Committee on Unemployment. Approval of the plan by Postmaster-General Hays has been received, it was announced to-day.

The questionnaires, containing a request for data on all available work, will be sent to every home, factory and business establishment in the city. Engineers, architects and builders also will be asked to furnish information on work in hand.

HOWAT MEN BACK AT WORK.

1,500 Kansas Miners Return After Protest Over Arrests.

PITTSBURGH, Kan., Oct. 17.—Fifteen hundred coal miners of District No. 14, who have been idle since Alexander Howat and August Dorchy went to jail, returned to work to-day.

The return was announced at the headquarters of the operators' association.

We have been obliged to discontinue the manufacture of certain styles of binding of the Encyclopaedia Britannica, because we could not obtain stock of the best quality. Today there are on hand a few sets in each of these styles, which will be sold at reduced prices to those applying at our Reading Room on the East Balcony of the Grand Central Terminal. They can be purchased either for cash or for small monthly payments. Any one wanting one of these bargain sets will need to apply at once.

A member of the editorial force is in attendance at the East Balcony of the Grand Central Terminal from nine A. M. till five P. M. daily, and will gladly (without charge) assist you in obtaining any information you may need from the work. If, for instance, you are going to Southern California this winter, you might like to read about the states and cities you will pass through; or, if you are going to build or furnish a house, you might be glad to study the subject of decorating, furnishing, plumbing, sanitation, and some other matter connected with making a home. The Encyclopaedia Britannica was made to give to the English-speaking people knowledge, and we want you to have the use of that knowledge, whether you own the work or not.

We should be pleased to send you a booklet giving full information regarding the contents of the Encyclopaedia Britannica as well sample pages and facsimiles of the bindings of both the "Cambridge" issue and the "Handy Volume" issue. Sign the coupon below and mail today.

"The Encyclopaedia Britannica is as necessary in the home as the telephone."

AGED WOMAN BAILED IN KABER MURDER CASE

Her Confession Was Cause
of Other Indictments.

POLICE HOLD TWO MEN

Picked Up Unconscious From
Yard in Rear of Her Bedroom Window.

CLEVELAND, Oct. 17.—Mrs. Mary Brickel, 69 years old, alleged participant in the plot that brought death to Dan Kaber more than two years ago, was released on a \$5,000 bail bond signed by her daughter, Mrs. Margaret G. McGinness, to-day, after having been held a prisoner for five months.

Mrs. Brickel was the first of six indicted for Kaber's murder to be arrested. It was her alleged confession that eventually brought about the indictments of her daughter, Mrs. Eva Catherine Kaber; her granddaughter, Marlan McArdle, and Mrs. Emma Colavita, Salvatore Cala and Vittorio Pisselli.

Prosecutor Edward C. Stanton agreed a few days after Mrs. Brickel's arrest to admit her to \$5,000 bail because of her age, but bond was not secured until to-day.

Mrs. Colavita, who, it is charged, hired Cala and Pisselli to stab Kaber to death, went on trial to-day.

**BANKRUPT'S CREDITORS
WIN IN COURT CASE**

Get Proceeds of Sale of Motor Car Bought on Note.

WASHINGTON, Oct. 17.—Automobiles sold on time, for which purchasers have given notes, become in bankruptcy proceedings assets of the purchaser and money derived from the sale of such machines may be used by the trustee of the bankrupt for the benefit of his creditors.

This is the effect of the refusal of the Supreme Court to-day to review a decision in which the Grinnell Overland Company sought to recover an automobile sold to Thomas J. Mintie, an Iowa farmer. Mintie gave his note, but failed to complete payments.

The machine was attached and sold by the Grinnell company for its own benefit, but the lower courts gave the proceeds to the trustee for Mintie.

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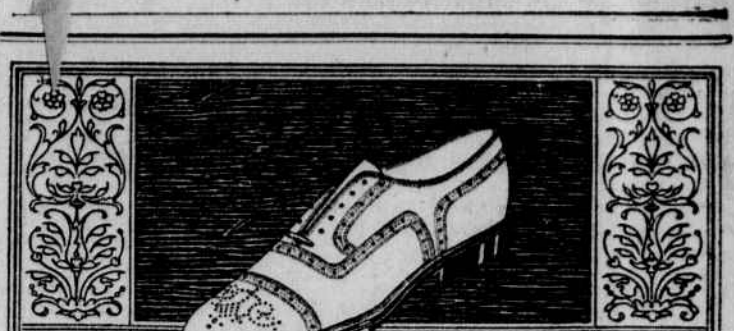
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Stadler & Stadler have won a most enviable reputation for fine clothes through the unceasing and exacting attention given to the designing and fitting of their clothes, through the skilled workmanship they demand and the superior quality of materials used.

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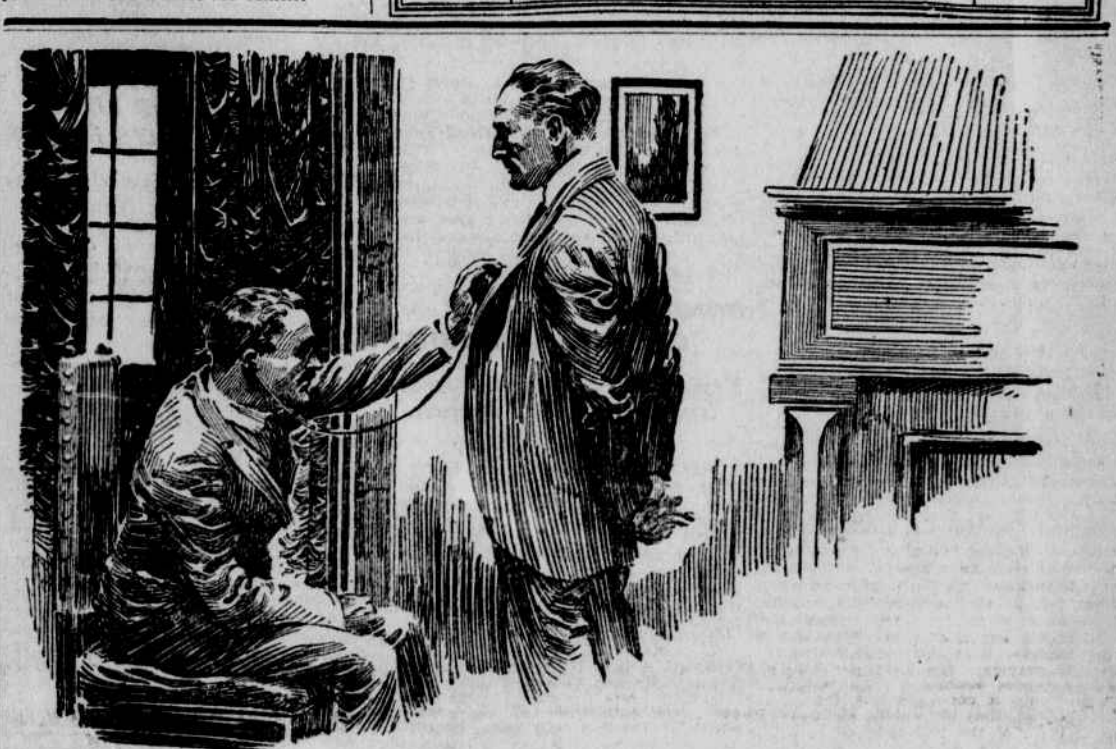
OVERCOATS—READY FOR IMMEDIATE WEAR
MADE IN OUR OWN WORKROOMS—FROM \$110.00

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PARK PLAZA at 59TH STREET



The MUN-CEY
A much admired brogue pattern for Fall wear. Made in Tan and Black Scotch Grain. A shoe to your liking. Lasts and Patterns exclusively our own design.

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Built by
THE JOHN J. MURPHY SHOE
WHITEHOUSE & HARDY
BROADWAY at 40th STREET 144 WEST 42nd STREET
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NEW YORK



"You are working too hard"

So his doctor told him yesterday.

"Less work, less worry—and more exercise" was the doctor's prescription.

And today he is wondering how he can arrange his affairs to do as his physician has ordered.

If this over-worked business man will come to our Trust Department, we can fill his prescription.

We will take off his shoulders the management of his investments and other private interests and save him many hours of thinking and detail. For a nominal fee, we will be his financial secretary; and he will begin to feel immediately the benefit of "less work, less worry—and more exercise."

Because of our Safe Keeping Service, many another busy man is spending more time on the links or exercising in some other congenial way. His mind is free of the care and responsibilities he used to believe he "just couldn't get rid of."

"The Safe Keeping Account," a little booklet describing this service, will be sent you immediately upon request.

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